

MINKE — CUSTOM



Судостроитель: CUSTOM

Год постройки: 1995

Модель: Катер с рулевой рубкой

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United States

Длина общая: 36' 0" (10.97m)

Ширина: 11' 6" (3.51m)

Макс. осадка: 4' 6" (1.37m)

Купить **Minke — CUSTOM** а также выбрать подходящую вам яхту из нашего каталога яхт вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Shestakov Yacht Sales Inc.** имеет большое количество яхт в собственном списке продаж, а также тесно сотрудничает со всеми крупными яхтенными производителями по всему миру.

Для того чтобы купить яхту **Minke — CUSTOM** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

ОГЛАВЛЕНИЕ

ОГЛАВЛЕНИЕ	2
ХАРАКТЕРИСТИКИ	3
Обзор	3
Основная информация	9
Размеры	9
Скорость, вместимость и масса	9
Размещение	9
Корпус и палуба	10
Информация о двигателе	10
ФОТОГРАФИИ	11
КОНТАКТЫ	14
Контактная информация	14
Телефоны	14
Время работы	14
Адрес	14

ХАРАКТЕРИСТИКИ

Обзор

"Minke" is the ultimate self-contained self-reliant world cruiser. With a brand-new electric drive engine (well over \$30,000 in value just for the engine and batteries) and all systems built, replaced or modified by her engineer owner, she is the boat for you if you want to cruise exotic places in safety and comfort and self-sufficiency!

Don't miss the opportunity to own this incredible steel sailing ship! A boat like this comes along once in a lifetime, and it is the last boat you will ever need. NEW generator. New refrigeration. New batteries. Extensive Both 110 and 220 (European) compatible electrical circuits for world cruising. Dual helm stations in pilothouse and in cockpit. Not a spot of rust, beautifully maintained. Reinforced steel plating. Extensive work done over last year!

- **1995 36 foot, Steel hull, Flush Deck Pilot House, Cutter Rig Sailboat, Jerry Cartwright design, long fin keel with skeg hung rudder**
- **20K.W. Electric Propulsion by Electric Yacht**
- **Only been in salt water for 7 months of her life**
- **LOA 36ft, LWL 29ft, Draft 5ft, Beam 11.5 ft, Bridge clearance 52 ft**
- **Repowered with a QT20 Electric Drive by Electric Yacht. 20 Kw output. Throttle controls at each helm**
- **208 amp hour 48 Volt drive battery pack of Torqeedo Lithium Ion batteries model 26-104 installed 9/2016**
- **Lithium drive battery chargers (2) 1700 Watt Torqeedo fast chargers**
- **3 blade Michigan Wheel DJX 18" prop, and a spare 3 blade prop**
- **5.5 KW Next Generation Power diesel generator (520hrs) installed 10/2016**
- **Shore power isolation/step down transformer. 5Kva will accept Euro240v power and put out 120v power by moving leads in the transformer**
- **(2) 50foot long 30 amp shore power cords**
- **The rig is a deck stepped aluminum mast and boom by Klacko**
- **Spars, single spreader mast, cutter rig with folding steps to top of the mast. Standing rigging 5/16" 1/19 stainless steel. Removable cutter stay and running back stays. Spare halyards for each sail on mast**
- **All running rigging is lead aft to the cockpit through Garhauer and Schaefer blocks to Spinlock clutches**
- **(5) stainless steel winches all in cockpit: (2) 2 speed Anderson**
- **40ST self-tailing, (2) Barlow 20, (1) 1speed Anderson 12ST self-tailing**
- **Adjustable 11/4" Genoa sheets tracks and cars**
- **Pro Furl model C32 roller reefing on forestay**
- **Adjustable Mainsheet traveler aft of cockpit, with ball bearing block and tackle**
- **Wagner Engineering Hydraulic steering 2 helm stations**
- **Emergency tiller**

- **Sails: Genoa 120% roller reefing, (2) Main sails slab reefing: Full batten 2 reef points, 315 sq. ft. Dacron 8oz with shorter battens 3 reef points, 3 hank on stay sails one is a heavy storm sail. Main sail cover and deck sail bag for staysail**
- **Forespar Telescoping twist-lock whisker pole**
- **Bimini cockpit sun shade**
- **GPS chart plotter Standard Horizon 155C; with chart chips for Great Lakes Eastern Canada, East Coast of the USA, Bermuda and Bahamas**
- **Compass Ricthie Globe Master 5 inch diameter for steel boat with brass binnacle mount**
- **Raytheon ST4000 auto helm wheel autopilot installed inside pilothouse**
- **Raymarine ST40 wind instrument and ST40 Bi-data with depth, knot meter, and water temperature**
- **Raytheon Ray53 DSC VHF radio**
- **SSB Icom IC-M600 radio and AT-120 auto antenna tuner**
- **Pioneer stereo Bluetooth CD player installed 1/2017**
- **EPIRB by ACR new 10/2016**
- **Water tank Plastimo 40 gallon flexible tank new 10/2016**
- **Force 10 water heater 6 gallons**
- **Fuel tank, steel 28 gallons + (4) 5.3 gal jugs for more storage on deck**
- **Refrigerator 12 volt NovaKool compressor condenser and evaporator/freezer box**
- **New insulated refrigerator box installed 9/2016**
- **Hot and cold pressure water 12volt automatic FlowJet pump**
- **Brass galley sink hand pump by White Star Products for salt water, with a spare rebuild kit**
- **Force 10 Kerosene cabin heater with 2 gallon tank**
- **Smoke and CO detectors**
- **Force 10 gimbaled 3 burner propane stove with oven, Trident Gas Control alarm and solenoid shutoff at tank**
- **Fiberglass Propane tank installed in locker on stern rail**
- **Force 10 BBQ rail mount with small propane tank**
- **All Cabin lighting LED bulbs**
- **Navigation lights are all LED bulbs**
- **Maxwell HRC-10 Electric Windlass for rope and chain**
- **2 Anchors;45lb Bruce with 120ft of chain, 35lb CQR attached to 20ft of chain and 120ft nylon rode**
- **House battery bank 2 Rolls 350Ahr 6v wet cells connected in series**
- **50 Amp max output 48volt to 12volt DC converter to power house loads from drive batteries**
- **Air Breeze wind generator, blades, brushes, and yaw tube assembly replaced 10/2016**
- **West Marine 8ft roll up inflatable dinghy, with anchor, 2 outboards, and oars**
- **Torqeedo Travel 1003, 3 hp electric outboard new 1/2017 Johnson 2 hp 2 stroke outboard**
- **Head Lavac with 25 gallon holding tank, Y valve and offshore pump out**

- **Shower with floor sump in the head**
- **Various nylon dock lines and spring lines, and boarding steps**
- **Fenders and stainless steel storage baskets on stern pulpit**
- **3 life jackets, Plastimo lifesling, Life ring**
- **Sextant, safety equipment, signal horn, bosons chair, cockpit cushions**
- **3 electric fans in cabin**
- **4 Winch handles**
- **Spare parts and filters for generator** Boat Name Minke Specs Designer: Jerry Cartwright
Keel: Fin Dimensions LOA: 36 ft 0 in Beam: 11 ft 6 in LWL: 29 ft 0 in Maximum Draft: 4 ft 6 in Displacement: 20000 lbs Ballast: 5000 lbs Engines Engine 1: Engine Brand: Electric Yacht Year Built: 2016 Engine Model: QT20 Electric Drive Engine/Fuel Type: Other Drive Type: Direct Drive Tanks Fresh Water Tanks: (40 Gallons) Fuel Tanks: (28 Gallons)
Accommodations Number of single berths: 2 Number of double berths: 2 Number of cabins: 2 Number of heads: 1 Electronics GPS Radar Autopilot Depthsounder Wind speed and direction Navigation center Log-speedometer Compass Repeater(s) VHF Plotter Sails Furling genoa Storm jib Gennaker/Cruising spinnaker Battened mainsail Rigging Spinnaker pole Steering wheel Inside Equipment Battery charger Manual bilge pump Fresh water maker Electric bilge pump Marine head Deep freezer Sea water pump Hot water Oven Refrigerator Electrical Equipment Generator Inverter Shore power inlet Electrical Circuit: 12V Outside Equipment/Extras Swimming ladder Wind generator Tender Electric windlass Covers Mainsail cover

The Story Behind Minke's Repower

From the owners:

Back in July 2016, while motoring down the Richelieu River, our Perkins 4-108 diesel engine completely failed and was not able to be rebuilt. My husband, Dan, and I were devastated but after many hours of researching possible solutions we decided to go the electric/hybrid route. The electric/hybrid system supports our desire to reduce our carbon footprint and even if we wanted to install a new diesel replacement we couldn't since the marina we were stuck at didn't have the capability to install the engine into our boat.

With the decision made we then furiously began researching companies that could re-power s/v Minke with an electric/hybrid system. Luckily, we found a person that had the drive and the will to help us reach our goal. Nancy Frainetti, the owner of The Electric Marina and a dealer for Electric Yacht, began sending emails with the possibilities of what we could do to get Minke up and running again. After a flurry of emails back and forth with Nancy relaying calculations formulated by Scott McMillan, and Mike Gunning at Electric Yacht, we decided to go forward with the QuietTorque 20.0 kW, 48 Volt package powered by four Torqeedo Power 26-104 batteries and two 1700W Torqeedo chargers. The calculations were based on the total displacement of our boat (24000 lbs), the waterline beam (10'6"), length of waterline (29') and an estimation of RPM at different knot speeds when we were running with our Perkins engine.

Setting aside the stress of what we were going to replace the old diesel with, we began

tearing the old engine apart piece by piece. Most of the electric/hybrid installation videos that you can watch online show the old engine being whisked away easily from the hull with the use of a crane. Unfortunately, that was not a possibility at our current location so the engine had to be downsized. Most of the smaller pieces were easily removed except for the engine block and transmission which each weighed about 150 lbs after being completely disassembled. With the use of our Canadian Tire chain fall hoist, we were able to pull it out of the engine compartment, then with a lot of heavy lifting up the stairs, we carefully slid them out the hatch to the edge of the boat and down a plank into a cart. It was a great feeling once the engine and transmission were removed and thanks to Trans Atlantic Diesels we were able to sell our parts for a few dollars.

The next steps to follow included cleaning the engine compartment with degreaser and repainting it. Metal mounts for the new electric motor were fabricated as well as platforms to mount the batteries. The large wire connections were cut to length terminals were installed, and the Electric Yacht Display and two throttles were mounted. Once the batteries were installed and secured they were connected into a series parallel bank in order to produce 48 Volts with 208 amp hours. Connections were made from the power relays to the batteries, chargers and fuses were installed and power from the batteries was connected to the motor. Since we needed to produce electricity while we are motoring down the river we bought a 5.5 kW gas generator to use on the deck powering us until got to the Canadian/US border at Rouses Point NY.

After a little over a month of constant work, Dan and I pushed the silver Torqeedo battery button, waited for the red light to blink and then we turned the key. The throttle lever was slid forward and the propeller shaft began to rotate. After such a long wait the cobwebs between Minke and the dock were ripped away, we had power once again and the sweet hum of the motor was music to our ears.

After finally making it across the border Minke was hauled out in NY at Gaines Marina. During the two weeks on the hard we installed an Ultra Compact Marine 5.5 kW Next-Gen diesel generator, change out our propeller to a new Michigan Wheel DJX 18inch diameter 15 pitch and repainted Minke's underside so she was ready for the push down to FL. We were under way heading South through Lake Champlain to the Hudson river. We noticed Minke moves so much better than with her old Cambel Sailor prop 18 inch by 11 inch pitch. We can reach hull speed and maneuvering at slow speed has improved so much! One of my favorite improvements is that the Electric drive makes close quarters handling so much simpler. We have even been able to back into docks which was not possible before. With the old Perkins diesel we had a separate throttle and transmission lever for forward and reverse. I always felt like I needed 3 arms to operated the levers and wheel when coming into a dock. With the new system we can easily transition between forward and reverse with the use of one simple lever plus we do not have to worry about harming a transmission if we need to quickly put the throttle in reverse.

Motoring south through Lake Champlain we decided to collect data on the output of the electric motor and we noticed that with the new prop the motor was not reaching the

recommended RPM's and amp draw that would operate most efficiently. We contacted Scott and Nancy and without hesitation, they shipped a set of pulleys and belts to better match the motors to the Prop. When we arrived at Catskill, NY to re-step our mast, the pulleys and belts were waiting for us. Switching the pulleys and belts was simple and only took about an hour. With our mast up and the QT20 motor now at a better ratio it was time to get moving south one again.

We had read that our propeller would be able to regenerate power while we were sailing but since we are a slow boat I was not expecting too much to come from this. I think that the choice of our lithium batteries and their voltage has made it less likely that we will get much regeneration from the propeller unless the bank voltage is low. While sailing through the Chesapeake Bay we were able to see regeneration from the Propeller. Our Torqeedo battery bank when fully charged has a voltage of 58.2V. I noticed regeneration from the prop when the batteries were about 52V. When sailing at around 5 Knts the state of charge meter displays the motor turning between 500 and 550 rpm. Input amps to the batteries was around 1.5A but we did see up to 7 amps for a short period when we had a few gusts that pushed us up above 6 Knts but most of the time it is in the 1.5Amp range (I have included a chart with some data on the speed and amp draw).

After 3 months of daily use we have been extremely satisfied with our purchase. We were not planning to re-power but the benefits from our electric propulsion system have been numerous. I would also like to state that the customer service that we have received has exceeded our expectations and we are so happy to have found such a great crew to support us through this re-powering process.

Below are some photos that were taken and our journey on Minke can be followed at:

Minke's Equipment List

20K.W. Electric Propulsion by Electric Yacht Only been in salt water for 7 months of her life LOA 36ft, LWL 29ft, Draft 5ft, Beam 11.5 ft, Bridge clearance 52 ft Repowered with a QT20 Electric Drive by Electric Yacht. 20 Kw output. Throttle controls at each helm 208 amp hour 48 Volt drive battery pack of Torqeedo Lithium Ion batteries model 26-104 installed 9/2016 Lithium drive battery chargers (2) 1700 Watt Torqeedo fast chargers 3 blade Michigan Wheel DJX 18" prop, and a spare 3 blade prop 5.5 KW Next Generation Power diesel generator (520hrs) installed 10/2016 Shore power isolation/step down transformer. 5Kva will accept Euro240v power and put out 120v power by moving leads in the transformer (2) 50foot long 30 amp shore power cords The rig is a deck stepped aluminum mast and boom by Klacko Spars, single spreader mast, cutter rig with folding steps to top of the mast. Standing rigging 5/16" 1/19 stainless steel. Removable cutter stay and running back stays. Spare halyards for each sail on mast All running rigging is lead aft to the cockpit through Garhauer and Schaefer blocks to Spinlock clutches (5) stainless steel winches all in cockpit: (2) 2 speed Anderson 40ST self-tailing, (2) Barlow 20, (1) 1speed Anderson 12ST self-tailing Adjustable 1 1/4" Genoa sheets tracks and cars Pro Furl model C32 roller reefing on forestay Adjustable Mainsheet traveler aft of cockpit, with

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Emergency tiller Sails: Genoa 120% roller reefing, (2) Main sails slab reefing: Full batten 2 reef points, 315 sq. ft. Dacron 8oz with shorter battens 3 reef points, 3 hank on stay sails one is a heavy storm sail. Main sail cover and deck sail bag for staysail Forespar
Telescoping twist-lock whisker pole Bimini cockpit sun shade GPS chart plotter Standard Horizon 155C; with chart chips for Great Lakes Eastern Canada, East Coast of the USA, Bermuda and Bahamas Compass Ritchie Globe Master 5 inch diameter for steel boat with brass binnacle mount Raytheon ST4000 auto helm wheel autopilot installed inside pilothouse Raymarine ST40 wind instrument and ST40 Bi-data with depth, knot meter, and water temperature Raytheon Ray53 DSC VHF radio SSB Icom IC-M600 radio and AT-120 auto antenna tuner Pioneer stereo Bluetooth CD player installed 1/2017 EPIRB by ACR new 10/2016 Water tank Plastimo 40 gallon flexible tank new 10/2016 Force 10 water heater 6 gallons Fuel tank, steel 28 gallons + (4) 5.3 gal jugs for more storage on deck Refrigerator 12 volt NovaKool compressor condenser and evaporator/freezer box New insulated refrigerator box installed 9/2016 Hot and cold pressure water 12volt automatic FlowJet pump Brass galley sink hand pump by White Star Products for salt water, with a spare rebuild kit Force 10 Kerosene cabin heater with 2 gallon tank Smoke and CO detectors Force 10 gimballed 3 burner propane stove with oven, Trident Gas Control alarm and solenoid shutoff at tank Fiberglass Propane tank installed in locker on stern rail Force 10 BBQ rail mount with small propane tank All Cabin lighting LED bulbs Navigation lights are all LED bulbs Maxwell HRC-10 Electric Windlass for rope and chain 2 Anchors; 45lb Bruce with 120ft of chain, 35lb CQR attached to 20ft of chain and 120ft nylon rode House battery bank 2 Rolls 350Ahr 6v wet cells connected in series 50 Amp max output 48volt to 12volt DC converter to power house loads from drive batteries Air Breeze wind generator, blades, brushes, and yaw tube assembly replaced 10/2016 West Marine 8ft roll up inflatable dinghy, with anchor, 2 outboards, and oars Torqeedo Travel 1003, 3 hp electric outboard new 1/2017 Johnson 2 hp 2 stroke outboard Head Lavac with 25 gallon holding tank, Y valve and offshore pump out Shower with floor sump in the head Various nylon dock lines and spring lines, and boarding steps Fenders and stainless steel storage baskets on stern pulpit 3 life jackets, Plastimo lifesling, Life ring Sextant, safety equipment, signal horn, bosons chair, cockpit cushions 3 electric fans in cabin 4 Winch handles Spare parts and filters for generator

Broker's Notes

Wow! This is the best equipped steel cruising vessel that I have ever seen. If you are an adventurer who wants to sail around the world with peace-of-mind and self-sufficiency, this is the boat for you. The owners have spared no expense in outfitting her. Their cruising plans changed, and it is up to you to pick up where they left off.

"Minke" was professionally built in Canada at Shipham Boat Works in 1995 and was a freshwater boat for her entire life up until 2016. She is a multi-chine mild steel boat with reinforced steel stringers, an impressive grid system, and all the reinforcement one could

possibly want in her construction. There are no bare steel surfaces--all surfaces have been coated with top-quality epoxy finishes. Her hull shines, and her bottom paint and zincs are all brand new.

Pre-purchase survey from 2016 available on request, but this was completed before the current owners completely refitted her.

Currently hauled in Indiantown, FL. Call me! 305-807-4096!

Основная информация

Тип судна: Катер с рулевой рубкой

Подкатегория: Катер с рулевой рубкой

Модельный год: 1995

Год постройки: 1995

Страна: United States

Размеры

Длина общая: 36' 0" (10.97m)

Длина по ватерлинии: 29' 0" (8.84m)

Ширина: 11' 6" (3.51m)

Макс. осадка: 4' 6" (1.37m)

Скорость, вместимость и масса

Водоизмещение: 20000 Pounds

Вместимость воды: 40 Gallons

Объем топливного бака: 28 Gallons

Размещение

Всего кают: 2

Всего коек: 4

Всего ком. состава: 1

Корпус и палуба

Материал корпуса: Steel

Информация о двигателе

Двигатели: 1

Производитель: Electric

Модель: QT20 Electric Drive

Тип двигателя: Other

Тип топлива: Other

ФОТОГРАФИИ







КОНТАКТЫ

Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Shestakov Yacht Sales Inc. Официальный представитель Shestakov Yacht Sales Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

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Время работы

Понедельник – Суббота: **9:00 - 21:00**
EDT

Воскресенье: **Закрето**

Адрес



Harbour Towne Marina, 850 NE 3rd St,
STE 213, Dania, FL 33004